

### **LISTING OF SPECIFICATION AMENDMENTS**

Please replace paragraph [0017] with the following amended paragraph:

Referring to Figs. 1, 2 and 3, an apparatus generally indicated by numeral 10 according to one preferred embodiment of the present invention is provided for obtaining rotational power from a driving shaft, for example a propeller shaft 12, to drive an accessory unit of the aircraft system, for example a unidirectional propeller control unit (PCU) pump 14. The propeller shaft 12, a central axis of which is indicated by numeral 13, extends at one end thereof from a propeller gearbox or so-called reduction gearbox (RGB) 16 and is coupled at the other end thereof with the propeller assembly 18. The RGB 16 is typically mounted to, for example, a gas turbine engine 20 of the aircraft(not shown)(See Fig. 4) such that the propeller shaft 12 transmits power from the engine 20 to the propeller assembly 18. The direction of rotation of the propeller assembly 18 and the propeller shaft 12 is determined by use of a clockwise (CW) RGB or a counter-clockwise (CCW) RGB mounted to the same engine 20. PCU pump 14 is intended to provide hydraulic power for a propeller control unit (PCU) 22 to controllably actuate a pivot movement of propeller blades 24 about their longitudinal axis 26 for pitch (angle) adjustment. The PCU pump 14 can be driven in rotation only in one predetermined direction, and therefore the apparatus 10 according to the present invention is adapted to ensure that predetermined direction of rotation of the PCU pump 14 regardless of the direction of rotation of the propeller shaft 12.

Please add the following new paragraph after paragraph [0016 ]:

Fig. 4 is a schematic illustration of a multi-propeller aircraft system incorporating the embodiment of the present invention.